

“Hay Hook” Unplugs Baler

After reading about a “hay anchor” designed to unplug round balers in a recent issue of FARM SHOW (Vol. 33, No. 6), Al Cartwright, Rock Glen, Sask., called to tell us about an “unplugger” he came up with years ago.

The hay hook is made from sucker rod bent into the shape of a giant fish hook. The hook is sharpened to a point at one end, with a 12-ft. long, ¾-in. dia. poly rope attached to the other end.

Cartwright pushes the hook into the blockage of hay in the pickup, making sure the hook won't grab any part of the baler, and

drops the rope on the ground under one of the tractor's rear tires. Then he puts the tractor in reverse and backs up so the tire is over the rope. As he backs up, the baler moves back but the hook can't move, pulling the slug out.

“The slug comes right out of the baler. I can pull the most stubborn clumps of hay out of my baler in less than 5 minutes,” says Cartwright. “On slick or wet ground it'll help if you make knots on the rope.”

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Designed to unplug round balers, hay hook is made from sucker rod bent into the shape of a giant fish hook.



Sandbagger attached to skid loader is designed to fill 12 bags at a time. It's basically a large scoop with 12 sets of bag holders on back.

Powered Sandbaggers

If flood waters are ever a threat to you or your community, you'll want to take a look at this sandbagger that fills 12 bags at a time.

“Our sandbagger is only \$6,250,” says Roger Sweningson, Progressive Innovations owner. “Stationary sandbag fillers run \$24,000 for a four-hole machine. We can take the sandbags to the site or fill them and drop them in a truck or cart to be hauled where they're needed. The bags work great for erosion control, too.”

The Pro Bagger is basically a large scoop with 12 sets of bag holders on back. Workers clip 12 poly or burlap bags in place. The operator activates a hydraulic cylinder to lock them in place so they'll hold up to 100 lbs. each. The operator then scoops up the sand, gravel or dirt, lifts the scoop, hits a lever and drops the 12 bags ready to be used.

“It's designed to be used with any skid steer with universal mounts,” says Sweningson.

Sweningson also makes the Instee Levee Builder that lays an 18-in. high barrier 400 ft. long in less than an hour. Like the Pro Bagger, it attaches to the front end of a skid steer. As fill material is dumped into the oversize bucket, an auger delivers it to the side where it fills a 6-mil poly sock much like filling a silage bag. It's priced at \$12,500.

A third machine, the Quik Levee Builder, will create a levee 3 1/2 ft. tall and 200 ft. long in 90 min., replacing 10,000 sandbags. Using

dirt, it works even better, forming levees 4 ft. tall. It's priced at \$28,000.

“Perhaps because sandbags are called what they are, that's what we think we have to use for flood control,” says Sweningson. “In reality, dirt is easier to get, easier to use and builds bigger dikes. Plus when the flood is over, it can be spread where it is, not trucked away.”

Sweningson says his machines are designed and priced for use by farmers and other private landowners, as well as by municipalities or other government entities. “Think of how much grain storage goes under water during floods, all the grain that is destroyed and often the bin as well,” says Sweningson. “I've seen grain bins break apart from soaked grain. Ninety percent of all flood damage is done by a foot of water or less.”

The equipment is also gaining interest among contractors and others for erosion control around work sites. Gravel-filled bags act as filters, trapping sediments. Sweningson suggests the equipment could also be useful for creating secondary retaining dikes around animal manure lagoons. Dirt or sand bags would prevent costly runoff into creeks.

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Instee Levee Builder lays an 18-in. high barrier 400 ft. long in less than an hour. An auger delivers material out the side to a 6-mil poly sock.

They Build Classic Pickup Beds

Three men who started out as truck collectors now make and sell quality truck beds and other parts for all models of pickups across the U.S. and Canada.

“Our motto is ‘If we wouldn't put it on our own truck, we won't sell it,’” says Pete Colwill, one of the three owners of Pro's Pick in Arthur, Ont. “Our main focus is pickup beds for 1930 to 1980 trucks.”

Pro's Pick epoxy-primed 16-gauge, satin-coated steel truck bed parts that can be assembled by customers in 4 to 6 hrs. The beds have plug-welded construction so customers don't have to spend a lot of time smoothing out spot welds.

For older truck models, Pro's Pick offers oak floors with smooth stainless steel strips in between, secured with sliding bolts so there are no projecting bolt heads.

“Some of our beds are going on \$250,000 trucks,” Colwill says. “Many of our customers were street rodders in the 50's and 60's.” To satisfy customers, the company pays attention to quality material and labor.

Cost for the sidewalls and front for most truck bed models starts at \$1,475. The cost is about \$2,900 with wood floors and a tailgate.



Pro's Pick builds classic pickup beds for 1930 to 1980 trucks. Photo shows oak floor filled with smooth stainless steel strips.

Pro's Pick also makes custom beds and sells powered aluminum bed covers and tailgates, and a full line of fenders, running boards, and most body parts needed for restoration.

Contact: FARM SHOW Followup, Pro's Pick, 330 Smith St., P.O. Box 70, Arthur, Ont. NOG 1A0 Canada (ph 800 865-7366; www.pros-pick.com).

BedTred's skid resistant surface prevents cargo from sliding during transport. A thick polyurethane foam and fiber backing prevents damage when you throw stuff onto truck bed.



“State-Of-The-Art” Box Liner

“Spray-in and drop-in bed liners for pickups have been around for a long time, but our new BedTred outperforms either one. It's knee-friendly, fade resistant, and won't crack. It also offers anti-skid dent and cargo protection,” says Ryan Herman, BedRug, Inc., Old Hickory, Tenn.

The BedTred is made of ¼-in. thick polyurethane bonded to a layer of waterproof, closed-cell foam, which forms a textured surface. “The textured surface is skid resistant to prevent cargo from sliding or shifting during transport, while the thick polypropylene foam and fiber backing prevents damage when you throw stuff onto the truck bed and also won't scratch the bed.

“The bed liner's thick material acts like

a cushion and is easy on your knees. Also, it's UV-resistant so it won't fade. Another advantage is the liner won't absorb water and is acid resistant.”

It comes in 5 custom molded pieces that attach with hooks and loops to the pickup bed's floor, sides, and tailgate. “It doesn't require any preparation such as sanding or priming. All you do is Velcro it on,” says Herman.

Fits most domestic short and longbed pickups.

Sells for \$429.

Contact: FARM SHOW Followup, BedRug, Inc., 635 Old Hickory Blvd., Old Hickory, Tenn. 37138 (ph 800 462-8435; www.bedrug.com).